

Aviation - 1934

AIRMEN OFF THURSDAY ON LONG HOP

Booker T. Washing-
ton Takes To Air
At 7:58 A. M.

BACKED BY NATION
Forsythe-Anderson
Face Dangers
Confidently

BULLETIN

ATLANTIC CITY, N. J.—

The goodwill fliers, Forsythe and Anderson, were scheduled to take off here Thursday, November 8, at 7:58 a. m.

By JAMES EDMUND BOYACK

WASHINGTON—(ANP)—With final preparations for the first Pan-American interracial goodwill flight speeding towards the take-off, set for this week and destined to break new precedents in inter-racial cooperation, Dr. Albrt E. Forsythe and C. Alfred Anderson are probably the two busiest aviators in the U. S. today.

While Mr. Anderson spent the week at St. Louis supervising a complete overhauling of the "Booker T. Washington," recently christened "goodwill plane" on the campus of Tuskegee Institute, his co-pilot, "the plying doctor," commuted between New York and Washington via his Atlantic City home, conferring with nationally known aviators for technical counsel and other cooperation, with Department of State, the Department of Commerce, one or two major oil companies, and a dozen legations and embassies. In addition he was the guest of the Federation Aeronautique Internationale during its congress in Washington.



FORSYTHE-ANDERSON

Wright of Negro Aviation

Discussing his plans with Sidney H. Veit, chairman of the Federation Aeronautique Internationale at the Mayflower Hotel, the interracial goodwill flight received the official blessing of the International Federation which is headed by Prince George Valentin Bibesco.

"No medium," said Mr. Veit during their conversation, "can bring the peoples of the world together more quickly than the aeroplane. In the air there are no frontiers and no bitter nationalism and stupid animosity."

He assured the Negro aviator that "his flight will have a telling effect on both interracial goodwill and mutual understanding between the peoples of North and South America. Moreover, the federation looks upon this unprecedented Negro aviation venture with the keenest interest because of its possibilities for the future of Negro aviation." In bidding the visiting doctor-aviator Godspeed, he called him the "Wilbur Wright of Negro aviation."

Pan-American Union Helps

Important also among these cooperating is the Pan-American Union, whose Washington headquarters is the seat of interracial trade and goodwill of some thirty-one governments. Besides introductory letters for the two flyers the Union prepared official communications to all American consuls, Chambers of Commerce, and government officials on the route of their flight, bringing the tremendous interracial influence of the union to bear on the successful of the flight and assuring official receptions at every scheduled stop in the twenty-five countries to be visited.

Tuskegee Institute, one of the most enthusiastic sponsors of the goodwill flight, presented a replica

of the famous Hampton-Tuskegee medal, commemorating the fiftieth anniversary of the founding of the institute, to the two aviators shortly after christening their plane. The medal will be attached to the cowling of their plane like the traditional 'plaque de St. Christophe.' In a letter accompanying the medal, Doctor Robert Moton said:

Dr. Moton's Letter

"Such courage, vision, and self-sacrifice as characterized your two goodwill flights already accomplished and the proposal of the projected Pan American flight... Your ship bears the name of Booker T. Washington; but what is more significant, his spirit of unselfish service is in the heart of the men at the controls. In this task you have set for yourselves in the projected flight to twenty-five Latin American and West Indian countries in the interest of better interracial and international relations, in your efforts to show the world the black man's courage, stability, and progress, you have my wholehearted commendation and the Godspeed of every member of the Tuskegee family."

Hard on the heels of Dr. Moton's endorsement came letters from Washington legations and embassies giving cordial assurance of official reception in their respective countries and heartily endorsing the purpose and spirit of the flight. These include Brazil, British Guiana, Venezuela, Colombia, Panama, Guatemala, Honduras, Mexico, and others.

At the Department of State, which has requested permission for the two flyers to land in the various countries, Dr. Forsythe was informed that permits were being rapidly accorded but that a number were delayed because the official communications have been addressed to the ministers of the colonies in Paris and London because a number of the scheduled stops were on French and British soil.

Those already received include: the Bahamas, Cuba, Jamaica, Haiti, Dominican Republic, Nicaragua, Costa Rica, San Salvador, Honduras, Guatemala, Venezuela, and Mexico. Probably never has an individual endeavor in the race received such widespread endorsement and active support from their white neighbors. They were recently received by Governor Harry Moore of New Jersey who offers every assistance.

Officials Endorse

In a letter to Ex-L. Vidal, director U. S. bureau of aeronautics, Gill Robt Wilson, director, department of aviation, state of New Jersey, said: "Dr. Albert E. Forsythe and Mr. C. Alfred Anderson are two estimable men and experienced, conservative flyers who desire to participate in a flight to Central and South America. They are of the Negro race and their flight through the Pan-American nation is of special significance."

They Did Not Fail

THE SMASH-UP of the plane piloted by Dr. Albert E. Forsythe and C. Alfred Anderson on their good-will tour of the Caribbean, South and Central America, without question a blow to the men and their sponsor, the Interracial Good Will Committee. Robbed of the full benefit of the thousand dollars which was spent from their personal funds in addition to the scant contributions from the public, Dr. Forsythe and Mr. Anderson will continue the 13,000-mile trip as passengers of a commercial air line. Let no one think that the effort and money put into this venture has been lost. The goodwill flyers negotiated some 4,000 miles in the air and they won admiration and amity for American Negroes in some ten countries. In addition, they gained experience which will serve them in the future. There is no cause for lamentation or derision. Heroic efforts in noble causes always bring their rewards.

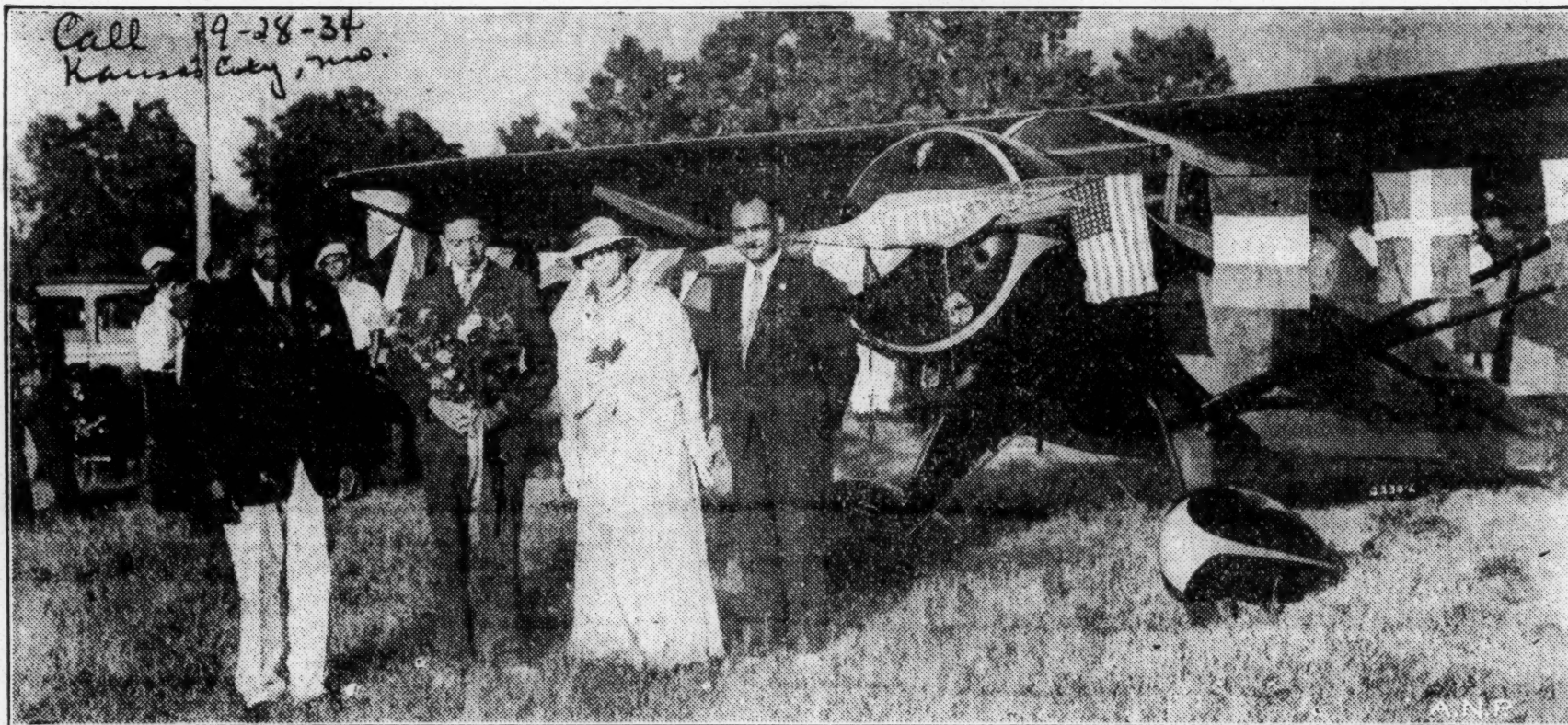
Negro Goodwill Fliers Crack Up In Trinidad

PORT-OF-SPAIN, TRINIDAD, Dec. 14

(P) — Dr. A. E. Forsythe and Alfred Anderson, negro goodwill fliers, cracked up in a backyard in suburban Woodbrook today, but escaped with only minor injuries.

Their plane, however, was so damaged that it appeared likely the air tour would be abandoned. Trouble developed soon after the ship took off and the pilot made an attempt to land in a street. Prevented from doing so by traffic, he maneuvered the plane into a nearby backyard, narrowly avoiding crashing into a line of bungalows.

'Booker T. Washington' to Soar Over Americas



"Good Will" flyers who will make a South American tour, at Tuskegee Institute Saturday, September 15 when their plane was christened "Booker T. Washington." From left

to right, Dr. R. R. Moton who presided at the impressive dedicatory exercises, C. Alfred Anderson, aviator, Mrs. Jennie B. Moton, who christened the airship and Dr. Al-

bert E. Forsythe, owner of the plane, associate aviator who formerly was a student at Tuskegee.

The plane was christened as people from the township and from a

radius of 50 miles witnessed the ceremony. The projected Pan-American tour of the intrepid flyers will start about the last of September.

BUFFALO CITY HAILS AIRMEN

Greeted by Officials
After Flight From
Bridgeport, Conn.

BUFFALO, N. Y., Sept. 27.—Enthusiastically received here after a hazardous flight from Bridgeport, Conn., C. Alfred Anderson and Dr. A. E. Forsythe were welcomed to the city by Mayor Zimmerman last Friday afternoon.

A special motorcycle detail was sent to escort the flyers from the Municipal Airport, where they had made a graceful landing in their Lambert monoscoupe, the Booker T. Washington, to City Hall, where they were received by a committee

Following official reception they were presented at a public meeting under auspices of the Interracial Goodwill Aviation Committee, which is sponsoring the Pan-American flight which Mr. Anderson and Dr. Forsythe are planning. The objectives of the flight were set forth and an appeal made for funds with which to buy needed instruments and other equipment.

The flyers proceeded to Ardmore, Pa., where they were officially presented with letters of endorsement from the Ardmore Chamber of Commerce and Bryn Mawr Business Men's Association. At a meeting there of the Interracial Goodwill Aviation Committee \$90 was contributed towards the fund.



TO MAKE 12,000-MILE HOP—C. Alfred Anderson, Bryn Mawr, Pa., who will join Dr. Albert E. Forsythe, Atlantic City physician, in flight to Pan-American countries. The two are in Washington, D.C., completing plans for the goodwill tour which will start from Atlantic City. The flight is sponsored by the Interracial Aviation Goodwill Committee.

TO MAKE GOODWILL AIR TOUR—Dr. Albert E. Forsythe, Atlantic City physician, who will fly with C. Alfred Anderson, of Bryn Mawr, Pa., on hop from Atlantic City to Panama Canal zone. The trip, which will cover 12,000 miles, will start as soon as passport arrangements are completed. Last summer the two flew to Los Angeles and back on a goodwill tour.

U.S. Gives Final Okey on Goodwill Aeroplane Flight

ATLANTIC CITY — Preceded by months of painstaking planning, final preparation is being made for the goodwill flight of C. Alfred Anderson and Albert E. Forsythe in their aeroplane, the Booker T. Washington, to begin the latter part of next week.

The aviators have received authorization from Secretary Roper of the U.S. Department of Commerce to fly over:

Bahama Islands, Cuba, Jamaica, Antigua, Barbados, Haiti, Dominican Republic, Puerto Rico, Virgin Islands, Brazil, Venezuela, Trinidad, Guadeloupe, Columbia; Canal Zone, Panama, Costa Rica, Nicaragua, El Salvador, Honduras, British Honduras, Mexico, British, Dutch, and French Guiana.

Governor to Greet

Keen interest in the flight has been manifested by the other nations. S. N. Collins, manager of the Colonial Co-operative Producer Company, Georgetown, British Guiana, has written:

"The citizens of British Guiana are co-operating in every way to give a monster public reception at which the governor of the country and the mayor of Georgetown shall be present. We are arranging a grand concert and ball in our largest municipal hall in honor of the aviators, also an open air fete in our largest park."

In Jamaica, Marcus Garvey, a member of the Council of Corporation, of Kingston, was instrumental in arranging for the flyers to land on the Kingston race course, where large crowds can greet the aviators.

Amateurs to Aid

Although the tiny cabin plane will carry no radio, amateur radio enthusiasts are volunteering their services to keep the public informed on the movements of the aviators and will have weather and airport information for them when they reach various points along their route.

The little plane with its extra gas tank has been carefully broken in and thoroughly overhauled for the flight. An additional compass, a bank and turn indicator, a Gatty drift indicator have been installed. It is admitted that many other instruments should be carried. Scott and Black, winners of the London to Australia race, Turner and Pangborne, the doughty Mollisons all got lost while competing in the great air race. Each had instruments worth more than the cost of the plane and instruments

combined that Anderson and Forsythe will have at their disposal. "When we race the Booker T. off the Atlantic City runway," they say, "the hardest part of the flight will be completed."

EDITOR'S NOTE—This is a chapter from the book, "Black Wings" by Lt. William Powell, a graduate engineer from the University of Illinois who has moved to California and has taken a serious interest in aviation.

I saw my first aero-dusting operation at Bakersfield, California. An Eagle Rock biplane equipped with a 150 H.P. Hispano Suiza motor, and equipped with the standard dusting hopper adapted from specifications furnished by the United States Department of Agriculture, was dusting 150 acres of prunes. After watching these operations both from the ground and from the air, I engaged in conversation with the pilot of the aero-dusting plane.

I learned that this plane was capable of carrying 1,000 pounds of dusting material and delivered any desired poundage per acre while traveling at a speed of 125 miles per hour. The average poundage per acre spread over this particular field was fifty pounds, applied at a rate to the grower of \$1.50 per acre. The amazing thing was that a speed of application as high as 25 acres per minute was obtainable with that plane.

Further investigation into the aerodusting activities of airplanes disclosed many interesting facts that every farmer, white or black, should know.

The advantages of aero-dusing are:

1. Speed of application.
2. Thoroughness of coverage.
3. Conservation of dusting material.
4. Saving in time, labor, and investment in other equipment.
5. Independence of, and non-interference with, other orchard practices.
6. The possibility of treating non-orchard tracts, that border on cultivated areas and which harbor insect or diseases.
7. The possibility of community effort in wholesale control of epidemic of insects or diseases, which may catch the orchardist unprepared to combat them; and
8. Nominal cost per acre for the service.

There is a possibility of aero-dust
ing for control of any disease or in
sect that can be controlled by insect

cides or fungicides in dust form—and soon the presence of aero-dusting aircraft will be as commonplace over orchards and fields as "yellow jackets over a cider barrel."

The airplane in agriculture is not confined to crop pest and disease control—it is employed in forest fire and other patrol work; in making crop surveys and estimates; in eradicating malarial mosquitoes and scouting for possible breeding places; in scouting for outlaw cotton fields; in collecting air borne rust spores; in tripping legume blossoms; in spreading fertilizers; in seeding large areas to rice, pasture, and range grasses.

Are Negro farmers preparing for these aerial activities which will affect the market price of their crops considerably? Are the Negro farmers training their youth to take up these thousands of jobs which will soon be created by airplanes in agriculture? Will the Negro farmer continue to use germicide, plant, and seed his crops and fruit by the old hand method after the white farmers are using the air methods? If so he will be as far

behind the white farmers as the farmer who uses an ox team is behind the one who uses a tractor. And dear readers, do you realize that the farmer who does not keep up with these advance methods of farming will not be able to market his goods as cheaply as the other farmer?

Once I happened upon a little fishing village on the bay of Lower California in Old Mexico. This village exports thousands of pounds of fish daily to the markets in San Pedro, California. Hundreds of Mexican men were engaged in the business of transporting this fish to San Pedro by trucks. Thousands of dollars were invested in large trucks, costly trucks as the roads in Mexico on which the fish had to travel are terrible. It would take several hours to load the fish on the truck since it had to be iced, and the journey by road required three or four and sometimes five days. Oftentimes the drivers had to stop en route to San Pedro and again ice the load of fish.

in- Upon noticing this condition
cti- thought: Now if we only had about
fifty Negro transport pilots, and if

few Negro financiers could be approached and interested we could put airplanes hauling fish between this little fishing village and San Pedro at a great saving, thus enabling us to market the fish much lower than the present market price, because the time saved would permit us to dispense with the use of ice entirely. The trip which would ordinarily require four days could easily be made in four hours and instead of using a thousand pounds of ice to each ton of fish the load would only be one ton.

I had occasion to make friends with one of the Mexican trucksters who lived in Calexico. I visited this Mexican friend and found him to be in a very destitute condition. He was not long in telling me that the Apache Air Lines had put several airplanes on the line carrying fish to San Pedro so cheaply that the fellows driving trucks could not operate—and a similar fate awaits the Negro farmer if he does not keep up with improvements that are creeping upon him daily.

And yet we still cry for jobs—for opportunities—when they are all around us! Again I say, we, our business leaders, our financial leaders are sound asleep. Taking into consideration the fact that there are large numbers of farms owned and operated by Negroes throughout America, then agricultural aviation opens a field of thousands of jobs for Negroes—good paying jobs.

Fighting forest fires has become quite a business for the airplane. Air police and air patrols along the borders are becoming more and more necessary each day. Aerial photography is playing a great part in the real estate business today, and there are many, many other things that can and will be done by the airplane.

Many intelligent, educated Negroes do not have the slightest conception of the aviation industry. One Sunday, Rev. Addison, a very well educated minister, visited my church at Beth Eden Baptist church in Los Angeles.

My mother was introduced to him as the mother of Lieut. Powell, the aviator, who sings in the choir.

"Lieut. Powell?" replied the minister, astonished. However, he said no more.

At the close of church service when our pastor, Rev. Eldridge, introduced the visiting minister to the congregation, in the course of his remarks, the Rev. Addison said, "I'm most surprised to know that Lieutenant Powell, the aviator, sings in the choir here. I thought all aviators were sports and I never expected to see one singing in a church choir."

And so it is with thousands of other Negroes, intelligent Negroes at that, who are ignorant of the facts concerning an industry which bids fair to rival all other great industries—they merely think of aviation as a sporting pastime.

Are not these facts conclusive evidence that wonderful opportunities await the Negro in aviation if he will only act? Negro leaders—why do you all sleep? Black men and black women—arouse your imaginations. Act before it is too late. Do not let the aviation industry become completely monopolized and built up by others.

aces who will only give you and me gro population of importance will the most menial jobs of porter, red-sponsor one or more young men and cap, and washer; but get into avia-women, sending them to a school of tion now while we have a chance to aeronautics to be established in Los have black airplane manufacturers, Angeles (because one can fly the black airplane distributors, owners of year 'round in Los Angeles).

black air transport lines, and have This school in Los Angeles shall
thousands of black boys and blackbe supervised by Negroes but taught,
girls profitably employed in a greatat the beginning, in most part, by
paying industry. white instructors.

Do you know the story of the Goldbergs and Silversteins? No? Every Negro mother should tell this story to her children. Only a few years ago, the Jews were disliked and segregated on all sides by their white brethren in America. Jews were denied rooms in the fashionable hotels of the large cities. They were refused the best theatre boxes. I even recall the time when I was a student at the Wendell Phillips High School in Chicago, when the Jewish boys and girls were segregated and were more disliked than were we colored fellows.

But, did the Jews send up great? The money sent to train from three cries to the white men that they to four hundred students would be were being segregated, ostracized sufficient to give them a course of from society, etc.? A thousand times, training equal to, and probably better no! Instead, Jews pooled their than, that which the average school money, and went into business. Jew-offers for the same price, and then ish women pulled off their rings and have sufficient left to build the school, diamonds and pooled them for finance field, etc., and purchase equipment, to open business. Jews hired Jews, providing the school is operated on a Jews patronized Jews, and in a mar-non-profit basis.

velously short time Jews built finer hotels and theatres than those from which they had been excluded and the result is, today, Jews are no longer segregated, because they control the money markets. They control some of the largest industries

of the day. You can't segregate a Jew in a theatre today because the Jews control the motion picture industry and the show business. That is the story of the Goldbergs and Silversteins.

...Negro leaders, will there be an interesting story to relate to the young ones in the days to come about filling the air with "Black Wings"? Students not eligible to be sponsored, for there are thousands of young Negro boys and girls now desiring a place in which to obtain aviation training. Other students, qualifying

If there is the proper interest, enthusiasm, and co-operation; and if we have the trained men and women as teachers; and if we have factories, shops, fields and planes; and

If we have sufficient finance; then we can get all these things that we have found so desirable.

So, dear readers, I submit my plan, although I feel that we have leaders in and out of business far more competent than I to suggest, and therefore I only offer this as a basis or suggestion to start with; the details are to be worked out as necessary.

First, we have leaders capable of stirring up interest in anything if they would only do so; leaders whom, whatever they decide is best for the interest of us, the majority will follow;—who can sway the public at will: I have reference to our ministers, our editors, the leaders of our fraternal organizations, sent out as agents to sell the planes, and eventually Negroes would be purchasing planes designed and built by Negroes. And so the industry would progress, and a field could be maintained in each city by its colored population. Within a few years a gigantic industry could be built up by Negroes.

Therefore we will select the leading Negro editors, the religious leaders of our race, and the leaders of the fraternal organizations, and form a committee in trust. This committee will supervise a campaign in which each town or city in America having a Negroes.

The white race is taking up flying by leaps and bounds. Do you know that in 1931, 38,774 people took the medical examination to become airplane pilots? Do you know that there are 816 medical examiners employed by the United States Department of Commerce and not one colored

And yet, in common with all other industries, the aviation industry is suffering from depressing influences. Doubtless, in some respects, it has felt these influences more keenly than most others. It is comparatively new and was not so deeply rooted, nor did it have the background of organized experience. Also, at the beginning of this period of economic unrest the industry as a whole had been promoted beyond any reasonable premise of development. It had a great distance from which to recede, and the recession was both painful and exacting. Times changed suddenly, and the industry found itself confronted with the necessity of revising its plans and ideas along economic lines more nearly suited to the changed conditions.

To arrive at a suitable premise, perhaps it would be in order to recall the beginnings of the present aeronautic industry and to review briefly its accomplishments to date.

We all know that flying, as now constituted, dates from 1903 when the Wright brothers made their successful flights at Kitty Hawk; that the ensuing development of consequence was during the World War, and that there took place thereafter the post-war period of flying, using surplus war material, which paved the way for the first real efforts at commercial flying.

However, I wonder if we all retain in mind the fact that it was but six or seven years ago, approximately, that there was any real organized and comprehensive effort to develop civil aeronautics, and but some four and a half years ago that scheduled operations with transportation of mail were undertaken by private enterprise, and only little more than two years since similar effort was devoted to scheduled transportation of passengers.

In 1931, airplanes flew in regularly scheduled service over 47,000,000 miles. They transported 522,000 passengers and 10,000,000 pounds of mail.

Also in the last five-year period, or during the existence of the Aeronautics Branch of the Department of Commerce, an airway system has been constructed in the United States, the like of which exists in no other country in the world. It is made up of all known aids to navigation, and constitutes at present a 19,500-mile highway system of the air.

In the last three years, the period when all industry has been adversely affected by economic conditions, air transportation has shown a remarkable progress. As a matter of fact, this progress seems to be one of the outstanding accomplishments of commerce and industry during this period. The airplane mileage flown increased from 25,000,000 in 1929 to 47,000,000 in 1931; the number of passengers transported by scheduled services increased from 173,000 in 1929 to 522,000 in 1931; and air mail from 7,770,000 pounds to 9,640,000 pounds.

Even so, the Negro has a chance to get on the ground floor yet; but he will have to act now, if he hopes to fill the air with "Black Wings."

Appendix

A list of Negroes in the United States holding licenses December 31 1932, is herewith presented through the courtesy of Congressman Oscar DePriest and is compiled from records of the United States Department of Commerce.

Transport License

C. Alfred Anderson... Bryn Mawr, Pa.
License No. 7638

Limited Commercial License

John W. Green... Boston, Mass.
License No. 15,897

Industrial License

Mrs. Jany Harmon Waterford, Chicago
License No. 7934

Private License

James Herman Banning, Los Angeles
(Deceased) License No. 1324

Leon Parrish... New York City
License No. 16,069

Hubert Julian... New York City
License No. 21512

Lincoln Payne... Philadelphia, Pa.
License No. 23,575

William J. Powell... Los Angeles, Cal.
License No. 24,335

James Hoard... San Francisco, Cal.
License No. 26,035

John C. Robinson... Chicago, Ill.
License No. 26,042

Cecil O'Neal... New York City
License No. 27,179

Pickens Black... Jackson County, Ark.
License No. 27,677

Dr. Albert E. Forsythe, Atlantic City
License No. 27,287

Dr. C. C. (Jack) Pettitt, New York City

Licensed Mechanics

John W. Green... Boston, Mass.
Mechanics License No. 10,658

Cornelius Coffey... Chicago, Ill.
Mechanics License No. 11,598

Certified Parachute Rigger

Ed Smith... Cincinnati, Ohio

Navigator (Aviator)

William J. Powell... Los Angeles, Cal.

Irvin E. Wells... Los Angeles, Cal.

Aeronautical Engineers

Jay Howard Montgomery, Los Angeles

William J. Powell... Los Angeles, Cal.

A transport pilot's license is the highest type of flying license granted by the Department of Commerce. A transport pilot may pilot any type of licensed airplane and may carry passengers for hire in licensed conventional types of airplanes within the classes specified in their licenses. They may also teach students for hire.

A limited commercial pilot mayers all types of licensed airplanes, but may not instruct students for hire, nor carry persons for hire outside of the areas mentioned in his license.

Industrial pilots may pilot any type of licensed aircraft not carrying passengers for hire. He shall not instruct students for hire. This class of license has recently been discontinued by the Department of Commerce.

Private pilots may pilot any type of licensed aircraft but may not carry passengers for hire nor instruct students for hire.

Student pilots are licensed only for the purpose of piloting licensed aircraft when receiving flying instructions. They may not go beyond a safe gliding distance from the field on which they are receiving instruction.

There are several good pilots, however, holding only a private pilot's license, and some with only a student's permit. Reasons for this are obvious; for in order to maintain a transport pilot's license or a limited commercial license, one must pay for a physical examination every six months, as well as fly at least ten hours every six months, all of which costs a considerable sum of money if one is not commercially engaged in flying. On the other hand, to maintain a private pilot's license, one must pay for only one physical examination per year and for only ten hours of flying per year. Hence, many good pilots not commercially engaged

in flying prefer to keep only a private pilot's license in order to cut down expense.

This explains why James Herman Banning held only a private license at the time of his passing, notwithstanding the fact he had held a limited commercial license twice.

COLORED AVIATORS

A colored aviators organization is being formed in Pittsburgh, Pa.

The organization, according to its promoters, will be known as the "Black Squadron."

Among the self-assigned tasks of these aviators to be, will, be to come to aid the United States in event this country is attacked.

The "Black Squadron" would also go to the assistance of Liberia, Haiti and Abyssinia if any attempt should be made on the part of enemies to invade the latter nations.

The whole plan is commendable as it is timely that members of the race should bestir themselves more aggressively in the field of aviation.

The purpose of the Pennsylvania aviation club will be to instill in the minds of members of our group in America a desire to develop its quota of race flyers; do our part to prove our willingness and ability to measure up to what is expected of us as a people.

Involved in the young aviators' program is much evidence of desirable spirit of patriotism.

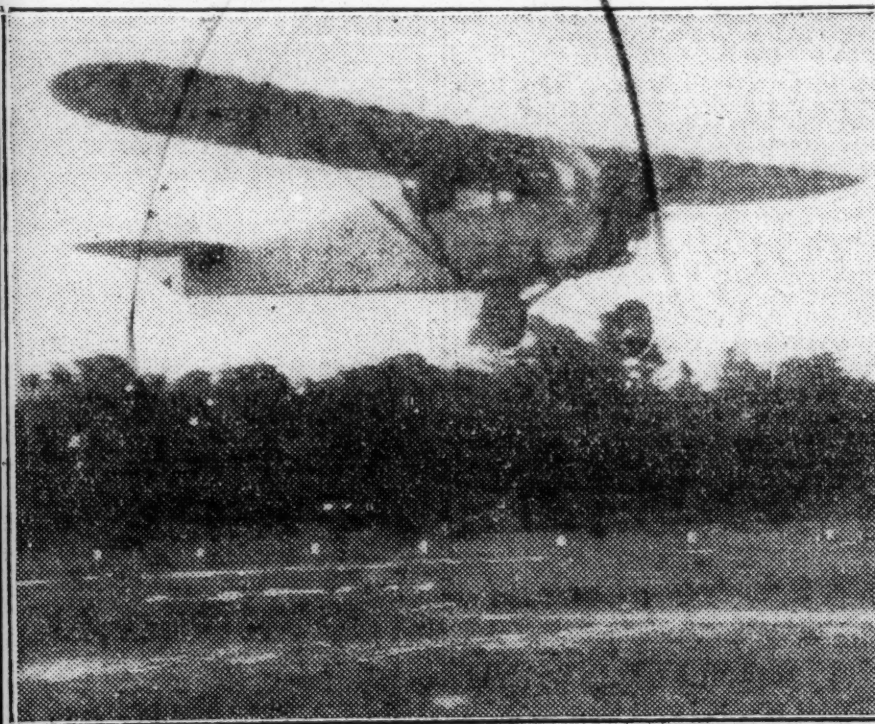
That is revealed in their avowed plan to place the organization's flyers at the disposal of the fighting forces of the nation whenever called upon to do so.

And there should be no condemnation of the expressed intention on the part of these race men to rally to the military support of Negro governments if necessary to help preserve the independence of these countries.

But whether or not any such ventures would be permissible under international law is not for us to decide.

However, the whole scheme as it is now being formulated by the Pennsylvania flyers is as commendable as it is ambitious and sincerely progressive.

Virginia Ace Taking Off At 80



With a heavy rain storm right on his tail, Jesse Boland, Virginia's only Negro flyer, took off from Norfolk last week to return to Farmville, accompanied by Oliver Cook. This photograph of the takeoff was made just as he lifted his ship into the air at an 80 mile an hour or better clip. The plane's cruising speed is about 130 miles per hour, but it will do more if desired. He was here July 4 and 5, and may return to conduct passenger and sightseeing trips from Ocean Breeze Beach on Sundays and holidays. He is also seeking to make arrangements for an overseas flight to Haiti, with the cooperation of the Journal and Guide.

VIRGINIA'S ONLY NEGRO FLYER BRINGS PLANE TO NORFOLK FOR JULY 4TH; THRILLS THOUSANDS

May Conduct Passenger Flights At Ocean Breeze Beach; Desires To Fly To Haiti, He Tells Guide Reporter While Flying 1,500 Feet Above City

By P. BERNARD YOUNG, JR.
Journal and Guide Staff Writer
(Reprinted from last week's City Edition)
Virginia's only Negro licensed aviator, Jesse Boland, flew to Norfolk for the July Fourth holiday and gave thousands who had gone to Ocean Breeze Beach, where he landed during the day, one of the thrills of a life time. Pilot Boland was accompanied by Oliver Clark, 19, a friend and prospective flyer.

They left the city Thursday afternoon to return to Farmville, after visiting the Journal and Guide over his plane, a \$14,000 Fairchild

five-passenger cabin monoplane in a projected overseas in Michigan, then for a short with a \$5,000 Wright whirlwind mo-flight under the sponsorship of the period in Philadelphia. Later he tor, the same kind that took Lind-Journal and Guide, probably to moved to Roanoke, and then to bergh to Europe, and inquired of Haiti, the Negro island republic, Farmville, where he has been for the direction to Ocean Breeze to the south of the United States. about two years.

Beach, which, being just a year The Guide looked with favor upon He devotes himself largely to old, was not marked on his maps. the idea, and will go more into de- aviation, although he operates a

About an hour later the flyertail on the project with Mr. Bo- machine shop. He is an expert

and his companion landed at the land later. navigator and mechanic as well as

seashore resort, coming to earth The writer got a telephone call on the waterfront sand just beyond from Mr. Boland, who was at the

the resort boardwalk. The sand airport, Thursday morning about was softer than had been antici- ten o'clock, inquiring the direction

pated and upon landing the ship to the Guide office. "Where are nosed over, causing slight damage you?", I inquired. He told me,

which was repaired within an hour. "I'll come right out. Wait for me," however, she will be the first Ne- gro woman flyer in the state," he

Bathers pulled the ship's tail I half way hoped that in addition gro woman flyer in the state," he said. He has two children, a young boy and girl.

from in the air. Late in the after- to an interview and photograph, the trip would result in an invita- tion to "go up." It did.

noon Pilot Boland negotiated a takeoff from the treacherous beach, being compelled to run over two I had been up once before, years ago, on a bet. I knew a little of

miles along the beach before his the routine. "Stay strapped on taking off and landing. In the air

sand-bogged plane gained suffi- you can remove the strap," Mr. Boland told me. "Especially since

cient speed to leave the earth. you will have to stand up to point your camera out of the window

The flyer's skill was demonstra- ted, when, after his long run down the beach without gaining neces- sary speed, he turned his ship to- ward the water to avoid a crowd

at Chesapeake Beach, a white re- sort. Just as the wheels of the plane touched the waters of the bay the plane took to the air.

Exhibited His Skill "It was an uncomfortable feel- ing," Mr. Boland admitted, "but I would have done anything rather than endanger the lives of those on the beach."

Later he landed on the big field Street the first landmark I sighted

at the intersection of the private was the Dunbar School on Princess

beach road and the Shore Drive. Anne Road, and then the tall spire

At present the field is filled with of First Calvary Baptist Church. ridges left from cultivation, and

it was a rough landing and an ex- feet up and going a little more than

ceedingly difficult takeoff from 140 miles per hour. Then I spotted the Journal and

this field. That he successfully rose from the sandy beach and on Guide building. I sighted my

Thursday morning from this ridged camera and pulled the shutter trig- field is eloquent testimony to his ger.

airmanship. While at the beach Mr. Boland Guide building, but I have a

discussed with the beach manage- sneaking suspicion that when the

ment the feasibility of bringing his film is developed it will turn out

plane down each Sunday and holi- to be a picture of Norfolk's water- day this summer in order to con- front or residential outskirts.

duct passenger and sightseeing flights from the beach. If the

plan goes through Mr. Boland will attempt at aerial photography I

equip his plane with pontoons and did not hope for much success. Anything I think I got a view of

land and take off from the water something from the air. (The pic- tures, if any, taken too late for this

change from wheels to pontoons at the Naval Air Station and then week's issue, will appear next week).

come to Ocean Breeze Beach. And I came down safely, al- though a landing speed (there was

Pilot Boland tentatively plans to return on Sunday, July 15, to begin his flights, passengers being taken little wind) of about 70 miles per

up for the very reasonable charge of \$1 each. Further announce- ments will be made in next week's

Guide. Discusses Overseas Flight While here the Virginia flying "Some flew and some didn't," he

ace discussed in a general and pre- laughingly said. He formerly lived

Comes From Noted Family

Mr. Boland's father, the late Dr. R. J. Boland, was the first Negro physician licensed to practice in the state of Virginia. He practiced in Hampton and in Roanoke, and in the latter city spent 32 years of his life.

As we landed Mr. Boland said: "You acted like a veteran." I ap-

preciated the compliment but knew I only appeared to act like a veter-

an. You don't feel or act "veter- an-ish" on your second flight.

But you get a great kick! My advice is to meet Mr. Boland

and fly with him. He's a true trail-blazer, and grand aviator.

Flying over City

As we headed down Church Street the first landmark I sighted was the Dunbar School on Princess Anne Road, and then the tall spire of First Calvary Baptist Church. At this time we were about 1,500 feet up and going a little more than 140 miles per hour.

Then I spotted the Journal and Guide building. I sighted my camera and pulled the shutter trig-

I think I got an air-view of the Guide building, but I have a sneaking suspicion that when the film is developed it will turn out to be a picture of Norfolk's water-front or residential outskirts.

On my second flight and my first attempt at aerial photography I did not hope for much success. Anything I think I got a view of something from the air. (The pictures, if any, taken too late for this week's issue, will appear next week).

And I came down safely, although a landing speed (there was little wind) of about 70 miles per hour took my breath, figuratively and literally.

Has Flown Since 1920

Mr. Boland began flying in 1920. He has built several planes himself. "Some flew and some didn't," he

Flies To Norfolk



JESSE BOLAND

Colonel Lindbergh Advises Colored Birdmen on Trip

ST. LOUIS, Mo.—Dr. Albert E. Forsythe and C. Alfred Anderson, who flew from coast to coast last summer in a small unequipped monoplane, were given pointers on aeronautical problems by Colonel Charles A. Lindbergh, noted aviator, Wednesday.

The two men came to the city to receive from the Lambert Aircraft Corporation a new plane in which they will fly through the Pan-American countries this fall. The ship will be loaned to the Inter-racial Goodwill Aviation Committee, under whose auspices the 12,000-mile flight will be made.

Equipment Added

The aviators met Colonel Lindbergh as they were touring the Lambert plant. Covering the route of the proposed flight, the flying colored aviators discussed the two men as to airports, hazards, and the best type of instruments to be used. As a result of the conference, a collapsible boat was added to the equipment of the plane.

At a meeting presided over by A. M. Grant, secretary of the YMCA, the program of the aviation committee was outlined to civic leaders. Charles Collins, secretary of the Urban League, was chosen chairman of the committee at a dinner.

Among those pledging support to the project were: J. E. Mitchell, Robert Owen, E. V. Mosee, Everett Colbert and Dr. Charles Barrett. The St. Louis representatives plan to raise at least \$500 in support of the program.

Good-will Flyers' Plane to be Named at Tuskegee

TUSKEGEE INSTITUTE, Ala. (By Wire)—The new plane of Dr. W. A. Forsythe and C. Alfred Anderson, transcontinental flyers, will be christened "The Booker T. Washington," here, Saturday at 2 p.m., by the granddaughter of the late educator.

Dr. Robert Russa Moton will act as master of ceremonies, which are a preliminary to a scheduled 12,000-mile good-will tour expected to cover twenty-five Pan-American countries. Dr. Forsythe was a student at Tuskegee in 1911-13.

The two aviators have covered approximately 100,000 miles together in flights since they began flying.

HIGHLIGHTS OF THE PAN AMERICAN GOODWILL FLIGHT

In the latter part of September of this year two colored aviators, C. Alfred Anderson and Dr. Albert E. Forsythe will take off from Atlantic City, N. J. in a tiny land plane on a 12,000 mile flight to twenty-five Pan American Countries, including islands of the West Indies, republics of South America and Central America, and Mexico. The flight will cover a period of thirty five days or more.

This Goodwill mission sponsored by The Inter-racial Goodwill Aviation Committee an organization composed of members of the colored Race will be the third of a series of Goodwill Flights to be made by colored aviators. The first two—a Round Trip Transcontinental Flight, and a Goodwill Flight to Montreal, Canada were successfully completed last year.

The Pan American Flight has the approval of the Aeronautics Branch of the United States Department of Commerce and the endorsement of the Atlantic City Board of Trade, the Federation of Colored Women's Clubs of the State of New Jersey, The Chamber of Commerce of Ardmore, Penn., The Chamber of Commerce of Bryn Mawr, Penn. and other organizations of both the colored and white races.

The series of Goodwill flights are being made to create a better understanding and appreciation of the colored race by other races, to gain for us prestige and respect, to inspire our youth to achievement in all fields of endeavor, and create among colored persons everywhere an increase in race pride and self confidence.

The flight is being financed by interested persons, clubs, churches and other organizations throughout the country who are desirous of advancing the interest of the Race and of writing another page in the History of Negro Progress.

Contributions from those who wish to add to the safety of the project and help to make its success a certainty, should be sent immediately to the National Chairman of the Inter-racial Goodwill Aviation Committee, 406 Delta Ave., Atlantic City, N. J. Such contributions will be used to purchase much needed navigating instruments and parachutes. The

names of all persons contributing one dollar or more will be inscribed on a scroll to be endorsed by officials of the counties visited and kept as a historical document.

PLANE, BOOKER WASHINGTON, CHRISTENED

Tuskegee Institute, Ala., Sept. 17.—Tuskegee Institute joined by townspeople and visitors from surrounding counties covering a radius of 50 miles, fittingly headed one of its former students, Dr. Albert E. Forsythe, a licensed pilot and his flying companion, C. Alfred Anderson, in christening here this afternoon, Dr. Forsythe's new plane, "The Booker T. Washington," which will be used for the projected Pan-American tour, that the two well-known flyers will make, beginning the latter part of September. Members of the family of the late Booker T. Washington occupied seats on the platform. A representation from the Institute faculty sat with the family.

The plane, a Lambert 90 horsepower DeLuxe Monocoupe, with a cruising range of 1,000 miles, and with a cruising speed of 120 miles

was christened by Mrs. Robert R. Moton, with waters from the Jordan River, in the Holy Land, and from the springs of Tuskegee Institute. The water from the River Jordan was brought back by Dr. and Mrs. Moton when they returned from their trip around the world.

Dr. Robert R. Moton, president of Tuskegee Institute, presided over the exercises, which were held on the spacious parade grounds of the Chamberliss Children's House. Nettie Hancock Washington, daughter of Booker T. Washington, and granddaughter of Booker T. Washington, founder of Tuskegee Institute, gave the students welcome to the aviators. She lauded these young men for their vision. She said: "Your accomplishments thus far are another step upward on the ladder of success for the youth of the race. Another door of opportunity has been

opened and we bid you God-Speed."

Both Dr. Forsythe and his flying companion, Mr. Anderson spoke. Dr. Forsyth said: "We are interested not alone in aviation, but in the hope that it offers to the men and women of the Negro race, and the possibilities that accomplishments in the air hold out to members of this minority group."

Dr. Forsythe and Mr. Anderson have already flown over 100,000 miles. Successful flights already completed are: A round trip transcontinental flight and a good-will flight to Montreal, Canada, which were completed in 1933. Contemporary flights include, a goodwill flight to Russia via Paris, a good-will flight to African countries and a round the world flight.

FLIES CHILD TO SPECIALIST



That the Race is playing an important part in aviation was shown last week when Dewey Chilcott (left), copilot on the plane which rushed 3-year-old Alicia Brannon (white) from Weston, W. Va., to Baltimore, where she is to undergo an operation on her brain. Pilot Chilcott is shown handing over the child to a hospital staff physician.

Dr. S. Lucas Leaves for South to Prepare for Good-will Flight

Atlantic City Physician to Tour South American Countries in Interest of Negro Race; Flight Will Be Second Link in Program

ATLANTIC CITY, N.J. — With the sailing of Dr. Stanley L. Lucas for tropical ports on last Thursday, another definite move was made toward the promotion of a proposed good will flight to Pan-American countries in the interests of the colored race.

Dr. Lucas, who is the executive secretary of the National Negro Aeronautical Society, sailed from New York on the S. S. Colombia. He will confer with prominent citizens and officials of Haiti and Latin American Republics regard-

ing rules regulating air travel and aeronautical facilities that may be available to the aviators.

The South American flight will be the second link in a program which was outlined last year by a group of public-spirited persons who saw an opportunity to use aviation as a means of advancing the prestige of the race.

Through the Negro Aviation Promotion Society of America, which has J. Bernard Johnson, of Newark, as its president, and an aviation committee composed of outstanding leaders in Philadelphia and vicinity, funds are being raised to finance the project. It is expected that other groups throughout the country will volunteer assistance.

Accompanied by Wife

In an interview, prior to his departure, Dr. Lucas said, "Many well-thinking people are beginning to realize that the difficulties confronting us as a race are due to the fact that our aims and aspirations are so little understood by other peoples. Improved racial relations are as essential to us as protective legislation. No other method can so effectively, and at such small cost change the false viewpoint and attitude that millions of people have toward the colored race as the successful completion of the good will program."

Dr. Lucas is a member of the Atlantic City Board of Education and a health officer of the resort. An ardent aviation enthusiast, he has taken many flying trips. He was accompanied by his wife on the flight.

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Race Aviators to Give Air Show Decoration Day

MINEOLA, L. I., May 18.—At Roosevelt Field, an air show by licensed Race aviators on Decoration day, May 30, will be the feature of the program, held under the auspices of the N. E. S. Aviation club, which has headquarters at 30 W. 145th St. Members of the club are all licensed pilots and include Thomas Miller, Charles W. Harry Ross, Leonard Yates, Alfred But-

terfield, Archie Smith, Donald Gray and Gaines Ware, with E. Nathan as instructor.

During the day there will be a mass flight to Atlantic City, starting at 7:45 in the morning, with a flight and maneuvers over Harlem.

Other exhibitions during the afternoon will be given by Pilots Gaines, Ware and Yates. There will also be a parachute jump by Donald Gray. A dance at the Imperial Elks' auditorium, 160 W. 129th St., will conclude the celebration.

Elmer Carter Heads

Aviation Group

NEW YORK — With Elmer Carter, editor of Opportunity Magazine, elected chairman by popular acclaim, the New York Branch of the Inter-racial Goodwill Aviation Committee was formed last Saturday evening at the Harlem Branch of the Y. M. C. A.

Miss Mary J. Washington of Atlantic City, publicity director of the parent body, made clear the objectives of the organization with the result that whole-hearted support of the program was pledged by those present.

Other speakers included C. Alfred Anderson, aviator, who recounted the experiences of the transcontinental round trip flight made last summer and Dr. A. E. Forsythe, co-pilot who emphasized the many potentialities of the program planned by the I. G. A. C.

The meeting was sponsored by Dr. Theodore Hanson and a number of other prominent New Yorkers. A Wendell Malliett was elected secretary and William Davis, general manager of the Amsterdam News, treasurer.

Plans for Solo Flight to Abyssinia Revealed by Julian, Negro Airman

Plans for a 7,500-mile solo flight from New York to Abyssinia were revealed by Colonel Hubert Julian, noted negro flyer, in a speech under auspices of the Atlanta Negro Chamber of Commerce at Wheat Street Baptist church Monday night. Appearing on the program before a large crowd of negroes and whites, Lieutenant Roger Williams, famed trans-Atlantic airman, here as technical adviser to Julian, also talked.

It was announced during the talk that arrangements have been made with the B. E. Aircraft Corporation to train negro men and women who qualify in mental and physical tests as potential pilots. Colonel Julian said every opportunity would be given men and women of his race to take their places in aviation and that at least 25 were expected to enroll for flight instruction in Atlanta.

Julian and Williams arrived in Atlanta last week and have given exhibition flights. Julian also has made

NEGRO FLIERS MAKE MIAMI-NASSAU HOP

5,000 Bahamans Greet Forsythe and Anderson at Airport—Havana Is Next Stop.

WIRELESS TO THE NEW YORK TIMES.

NASSAU, The Bahamas, Nov. 9.—Dr. Albert C. Forsythe of Atlantic City and C. Alfred Anderson of Bryn Mawr, Pa., Negro good-will fliers, arrived from Miami at 5:55 P. M. today, completing the first stage of their Latin-American tour. They were welcomed by Charles P. Bethel, Acting Colonial Secretary, representing Governor Sir Bede Clifford, other government officials and J. P. Hurley, the United States Consul. More than 5,000 persons were present.

Because of darkness, the runway had to be lighted with automobile headlights, but the plane made a perfect landing after several attempts on difficult ground. Dr. Forsythe said that he encountered head winds all the way from Miami.

The Governor received the fliers at Government House, and they were the guests of the reception committee at a dinner and dance tonight. They plan to leave for Havana tomorrow morning.

several talks before the student bodies of Atlanta negro schools and colleges. Julian, a native of England, received his aviation training with the British air forces during the World War. He came to America in 1919 and again took up flying on a commercial basis in 1922. In 1929 Julian went to Abyssinia, where he commanded the air corps of that country. Flying a Bellanca monoplane, Julian plans to leave on his flight in about 30 days, he told his audience last night. He will remain in Atlanta about one more week, he said, and will give other talks under the auspices of the Atlanta Negro Chamber of Commerce.

ESCAPES UNHURT IN PLANE SMASH-UP



John C. Robinson, indicated by cross, president of Challenger Air Pilots Association of Chicago, who took off from Harbor Airport, Chicago, last Friday morning, crashed his plane at Decatur, Ala., Saturday when ascending after refueling there. He was en route to Tuskegee Institute with two other race pilots, C. R. Coffey and Grover C. Nash, who drove a monoplane. They continued their journey in the latter plane.

Atlanta, Ga. Constitution
June 5, 1934

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Julian To Carry Mail on Ethiopian Hop

NEWARK, N. J.—Colonel Hubert Julian, internationally famous aviator, announced he will carry several hundred pounds of mail aboard his large biplane and gold on his flight to Ethiopia early this summer.

The mail, Colonel Julian stated, will represent letters sent by his people here in America to the Kingdom of Abyssinia as a message of good will and friendship.

The Colonel's plans indicate he will leave the New York airport about June 27. He plans to make the long flight to Abyssinia in

three hops. Colonel Julian also revealed he will follow the route Lindbergh flew from New York to Paris.

The special mail which Colonel Julian will carry, will be postmarked in New York City and will be backstamped at Ethiopia. Each piece of mail will be handsomely engraved and will bear the autograph of the famous "Black Eagle."

After the letters have been properly cleared they will be sent back to the original senders here in America as souvenirs of Colonel Julian's flight.

More information on the good will letters can be obtained by writing to Colonel Julian's office at the Roger Q. Williams Cover Bureau, 252 Washington Street, Newark, N. J.

Goodwill Flyers Start 14,000-Mile Pan-America Hop

Anderson and Forsythe to
Visit Central and South
American Countries.

OFFICIALS SPEAK AT
TAKE-OFF CEREMONY
Minister Furnishes Convoy
to Ocean City.

ATLANTIC CITY—To the rousing cheers of a thousand persons, including city and state officials and local educational leaders, Alfred C. Anderson, of Bryn Mawr, and Dr. Albert C. Forsythe, of this city, took off from the Atlantic City Airport, Thursday morning at 8:45, for a 14,000-mile goodwill flight to Pan-American countries, in their orange and black Lambert monocoque, Booker T. Washington.

At ceremonies held before the flight, the flyers received good wishes from city officials, and leading educators, white and colored, of the state and nation.

Many Speakers Heard
The ceremonies were presided over by Miss Julia Goens, chairman of the local goodwill committee. William S. Cuthbert, director of public safety, represented the city in the absence of Mayor Bacha-

rach.

Henry P. Miller, principal of the Atlantic City High School, and president of the Kiwanis Club, represented that organization, with Superintendent of Schools Arthur Chenoweth representing the Lions' Club.

William A. Dart spoke for the Atlantic City Board of Trade, and William A. Davis, of a New York weekly, spoke for the press.

Other speakers included, the Rev. James S. Scott, of Bryn Mawr; William Valentine, principal of the Bordentown Industrial School; Hope Hall, representing the Girl Reserves of the Y.W.C.A.; Miss Doris Wagner, representing the school children of the city, and Edgar Williams, representing the Boy Scouts.

Plane Inspected by Lindbergh
The plane used by the Pan-American flyers is a Lambert monocoque, having a cruising speed of 120 miles per hour. It was personally inspected by Col. Charles A. Lindbergh before it left the factory at Robertson, Mo.

The trip will mark the third long flight by Dr. Forsythe and Mr. Anderson. This trip is being made with the approval and cooperation of the U.S. Department of Air Commerce and the U.S. Department of State.

Negro Flyers Land In Havana On 2nd Leg of Goodwill Hop

HAVANA, Cuba—Dr. Albert C. Forsythe and E. C. Anderson, Negro goodwill aviators, landed at Tancho Boyeros Airport near here late Saturday afternoon after a successful flight from Nassau, Bahamas. The airmen flew from Miami, Fla. to Nassau on Friday and contemplate a 13,665 mile flight to take them to several South American countries.

Their plane, the "Booker T. Washington", was christened recently at Tuskegee Institute, which with the Racial Goodwill Aviation Committee of Atlantic City, is sponsoring the flight.

The flyers were given ovation in both Nassau and Havana.